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|-----------------|---------------------------------------------------------------------------------------------|-------------------------|------|
| COUNTRY | Polish Troops and Military Installations in Treptow on the Rega River, 4 th 25X1 | | |
| TOPIC | Siedlce and Rastenburg (Ketrzyn) | | |
| | 2. Polish Troops and Motor Vehicle Installations in Stuhm | | |
| | 3. Statements on Polish Uniforms and Recruiting | | |
| EVALUATION | PLACE OBTAINED | | 25X1 |
| DATE OF CONTENT | | | 25X1 |
| DATE OBTAINED | DATE PREPARED | 27 March 1953 | |
| REFERENCES | | | 25X1 |
| PAGES | 4 | ENCLOSURES (NO. & TYPE) | |
| REMARKS | This is UNEVALUATED Information | | |
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2. [redacted] on the south side of ul. Swierczewskiego, which intersected the town of Siedlce (R 53/L 88) from west to east, [redacted] Polish units marched past. In about November 1951, [redacted] a horse-drawn light artillery unit whose billets, [redacted] were located in a woods in the vicinity of the town. The unit was equipped with guns towed by small limbers each occupied by two soldiers. The columns, whose length was estimated to average 200 to 250 meters, included no horsemen or marching soldiers. [redacted] the gun models included one long-barreled and one short-barreled model. Prior to late 1951 [redacted] a Polish infantry unit of about three companies which wore red service color, seemed to have no motor vehicles and was also frequently observed during reviews on the athletic field opposite the prison. These reviews also involved a smaller KBW (Internal Security) unit of 50 to 60 soldiers wearing blue cap bands.
3. Prior to February 1952, the tailor's shop of the prison, which employed about 70 people, manufactured ready-made uniforms tailored to measure for officers and, sometimes, also NCOs of the Polish armed forces and was

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controlled by a department in Warsaw. Another large uniform-tailoring shop was located in the prison of Ratibor (R 51/X 05). The Polish employees of the shop travelled from Siedlce to the units located in and around Warsaw to take the officers' measurements. Two uniforms tailored to measure were issued to each officer. They were to be worn for two years, were of identical cut and included one made of woolen fabric and one made of gabardine. No special dress uniform was worn by the Polish army. Prior to February 1952, the old-style blouse with a stand-up collar and six buttons was still worn on all occasions beside the new-style blouses, which were worn with shirts and neckties, were equipped with pentagonal patches of red, green and dark-blue service color, but no yellow patches. The open-collar uniform was worn by the Polish armed forces as field and dress uniform. Only the officers' dress uniforms differed from the field uniforms with regard to material. Pursuant to dress regulations, long trousers for officers were fitted with stripes along the outside seams. The sleeve cuffs of the blouses were also bordered with piping the color of the collar patches. A manual issued in the winter 1951-1952, prescribed a new cut for military overcoats which were to be made double-breasted with a strongly accentuated waistline and were to be equipped with a narrow strap on the back. They were fitted with epaulets bordered by a piping of the appropriate service color. Prior to February 1952, only old-style fabric overcoats, which were single-breasted, high-buttoned and equipped with very long collar points without patches and epaulets bordered with a piping of the appropriate service color were made.

no arm insignia and other distinctive marks for the individual branches of service or specialists' careers on the uniforms. no affixed tank insignia. The epaulets of militia uniforms were bordered with blue piping.²

4. Prior to August 1952, Polish soldiers, referred to as infantrymen by the sources, and apparently carrying no heavy weapons were observed in the former infantry barracks northwest of the town of Rastenburg (R 55/A 29) on the northeast side of the road to Eartenstein (R 55/Z 81). They received infantry training in the terrain southwest of the barracks installation between the roads to Eartenstein and Heiligelinde (R 55/A 18) which included a long rectangle enclosed by wooden posts, about 1.80 meters high, topped by porcelain caps on iron crossbars and interconnected by uninsulated wires. An overhead-line on poles was in the direction of the barracks installation from one corner of the rectangle which was near a watchtower occupied by sentries. A thick wire led directly into the soil on the opposite narrow side of the rectangle which had no posts. Blue boundary posts were set up on the one bank of the Guber Rivulet on the southwestern edge of the training area and white-red posts were on the other. They were believed to serve as a German-Polish border for training purposes.

occasionally smoke clouds in the sky and reports of guns from the area around Rastenburg and AA record firing practices were held there.³

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50 SIS-151 motorcycles and about 30 SIS-R-71 motorcycles.

these two models as copies of German-made BMW motorcycles. side cars were in stock for numerous motorcycles.

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the Polish soldiers were not very able to make use of the technical facilities of their motorcycles.

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soldiers wearing black collar patches in the billets.⁴

6. After mid-1951, a Polish Star-20 3-ton truck was observed in the large motor vehicle repair shop attached to the prison and controlled by the Ministry of Public Security. The four-wheeled motor vehicle was equipped with a gasoline engine and consumed 32 liters per 100 km.

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it had excellent driving properties, but did not deserve the designation of a cross-country vehicle although constructed as such, it could not manage slight obstacles on cross-country drives. Motor vehicles repaired at the repair shop prior to February 1952 included Soviet-made jeeps, Soviet-made 3-ton ZIS trucks, Soviet-made ZIS-R-71 motorcycles

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The motor vehicles to be repaired were allocated to the repair shop by an agency in the Security Ministry in Warsaw. According to Poles, other motor vehicle repair shops of the Security Ministry were located in Lodz (Q 52/O 93) and Warsaw.⁵

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7. A fuel depot of a total of about 10 standpipes and a barrel dump was located directly northwest of the Stuhm railroad station and distributed fuel to the motor vehicles of the KBW (Internal Security) and civil agencies.

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8. a Polish resident of this town, who was a member of the 1932 class, was inducted and assigned to a unit located in Danzig (Q 55/Y 42) on 1 October 1952. The letter also stated that still more members of this class were drafted into the armed forces in the fall of 1952.⁷

9. a member of the 1932 class, who was an ethnic German, was ordered to appear for registration for the draft in Gleiwitz (Q 51/Y 37) on 27 September 1952. He was to be inducted on 24 November 1952, but was deferred until 1953, as he worked in the Cehringen pit. Another individual, who was a member of the 1932 class and was deferred temporarily, was to be inducted on 7 January 1953.

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[redacted] numerous members
of the 1932 class had to appear for registration.
[redacted] the members of this class were strictly examined. 7

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1. [redacted] Comment. The 39th Mecz Regt of the 8th Mecz Div is carried in Treptow.

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2. [redacted] Comment. Previous information is confirmed by the present report.

3. [redacted] Comment. Prior to the war, the headquarters, the regimental units and one battalion of an infantry regiment were located in this barracks installation. Previous reports stated that a WOP (Border Guard) unit was located in Rastenburg, which appears confirmed by the installations at the training ground.

4. [redacted] Comment. The motorcycle rifle unit belongs to the 16th Mecz Div carried in Danzig.

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5. [redacted] Comment. The motor vehicle repair shop is confirmed.

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6. [redacted] Comment. The depot is not the fuel depot which, in November 1951, was under construction on a site directly west of the former Napola.

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7. [redacted] Comment. The statements of the present report confirm previous assumptions.

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